

## **A. INTRODUCTION**

The Proposed Action would result in the redevelopment of the Alexander Street Waterfront Area between Wells Avenue and the northern edge of JFK Marina Park through the implementation of a proposed Master Plan, Urban Renewal Plan, and Brownfield Opportunity Area (BOA). The Master Plan covers a multi-parcel area along more than 1-mile of Hudson River Waterfront as well as several inland parcels that are located east of the waterfront. Although the subject area is generally separated from the surrounding neighborhoods by the Metro-North Railroad tracks, it plays a significant role in defining the character of Yonkers. Numerous planning and redevelopment initiatives surrounding the subject area require careful consideration of the proposed action's potential impacts to the surrounding land uses, zoning, and public policies. This chapter describes existing conditions in and around the subject area and describes the proposed Master Plan's compatibility with existing and proposed land uses, zoning, and public policies from the City of Yonkers, Westchester County, and New York State.

## **STUDY AREA DEFINITION**

Land use, zoning, and public policy are examined in detail on a parcel-by-parcel basis for the subject area. In addition, a study area was identified around the subject site to identify locations in the surrounding neighborhoods where implementation of the Master Plan may have beneficial or adverse impacts. This area is generally defined as a ¼ mile radius from the subject area which is located along the Hudson River just north of the downtown Yonkers. Generalized land uses within the subject area are shown in Figure 2-1. The area consists of 85 tax parcels and is generally bounded by the Hudson River and the City boundary to the west, Wells Avenue to the south, the Metro-North Railroad right-of-way to the east, and the northern end of Trevor Park and JFK Marina Park to the north. In addition, two small areas immediately east of the railroad tracks are being evaluated as part of the subject area, including 23 parcels between Ashburton Avenue Babcock Place and seven parcels along Wells Avenue. In total, the subject area occupies 153 acres and includes both land and waters of the Hudson River. These 153 acres includes approximately 112 acres of land and approximately 41 acres of lands under water.

## **B. EXISTING CONDITIONS**

### **LAND USE**

The subject area consists of approximately 153 acres including 4.6 acres currently occupied by road right-of-way. Table 2-1 provides an overview of the land area occupied by each land use.

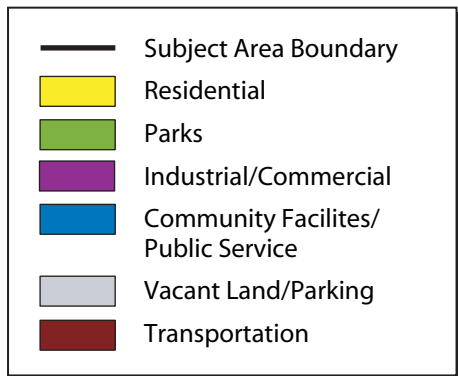


Figure 2-1  
Existing Land Use

**Table 2-1**  
**Project Area Existing Land Use**

Facility/Land Use	Acres	Percent
Parks	32.8	21.4
Transportation	26.9	17.6
Industrial/Commercial	19.7	12.9
Vacant/Vehicle Storage	27.5	18.0
Community Facility/Public Service	5.0	3.3
Residential	0.5	0.3
Water	40.6	26.5
<b>Total</b>	<b>153</b>	<b>100</b>
<b>Sources:</b> GIS Analysis of City of Yonkers Tax Parcel Data and April 2004 aerial photography, AKRF, inc. field surveys.		

The analysis below describes land uses in the subject area and in the surrounding neighborhoods within the study area. In the subject area, a detailed land use survey was conducted while more generalized surveys were conducted in surrounding neighborhoods to determine land use in the surrounding study area.

#### *SUBJECT AREA LAND USES*

For the purpose of this analysis, the parcels within the subject area are described in four sections. These Four sections include: the southern section, which extends north to Babcock Place; the central section, which extends from Babcock Place to Point Street; the northern section, which includes parcels between Point Street and JFK Marina Park; and the eastern section, which includes those parcels east of the railroad tracks along Ashburton Avenue and Wells Avenue.

##### *Southern Section*

The southern section of the subject area serves as one of the primary gateways into the area and is located in closest proximity to the downtown. Uses near the southern most edge of this section include the North Yonkers Pump Station, Beczak Environmental Education Center, and Yonkers City Jail. Further north, there are a number of small to medium size light industrial operations such as Altman Lighting, Glenwood Packaging, and a Penny Saver Distribution center. Also in this area is the office of a school bus company and its accompanying bus storage yards. The site of the former ATI fuel terminal, which occupies approximately 3 acres, is also currently used as school bus storage. At the northern edge of the southern section is a County operated social services office, and the Greyston Bakery.

##### *Central Section*

The central section of the subject area consists of a number of large lots, but only accommodates a few businesses. Furthermore, with the exception of the two parcels that front on Babcock Place and Alexander Street, there are over 2,000 feet of waterfront land that is accessible only by private driveways. In the southernmost portion of the central section is the Excelsior Transparent

Bag Company which manufactures plastic bags. Along Babcock Place, there is a parcel owned by New York Central Lines that was formerly used as a railroad yard. Currently, the Metropolitan Transportation Authority uses a portion of the New York Central Lines land and another adjacent parcel as a bus storage and maintenance facility. West of the bus facility, there are two large vacant parcels that are used for temporary storage of new automobiles. The northern edge of the central section is occupied by the former BICC cables factory which is currently being demolished.

### *Northern Section*

The northern section of the subject area begins just north of the former BICC cables factory where there is a narrow strip of land between the railroad tracks and Hudson River. North of this strip of land is the decommissioned Glenwood Power Station which was previously used to supply power for the railroad. North of the Power Station is the JFK Marina Park, a public park and recreation facility owned by the City of Yonkers. Across the Railroad tracks from JFK Marina Park is another City park, Trevor Park and the Hudson River Museum which lies within the park.

### *Eastern Section*

The eastern section of the subject area has two components. One area is bound by Ashburton Avenue, Warburton Avenue, Babcock Place, and the railroad tracks. This area includes two City blocks divided by Woodworth Avenue. The block west of Woodworth Avenue is occupied by a private carting company's facility and two paint manufacturing facilities. The block east of the railroad tracks is occupied by several smaller parcels. These relatively small parcels which include some vacant lots are occupied by uses such as vacant homes, an apartment building, a small grocery store, scaffolding company, the former Greyston Bakery, and a meat storage warehouse.

A second area is located north of Wells Avenue and east of the railroad tracks is the vicinity of the former Otis Elevator plant (now Kawasaki). This area is currently utilized for surface parking.

### *Subject Area Details*

The subject area consists of 85 primarily industrial parcels. The most common uses on parcels within the subject area include warehousing and storage, light manufacturing, and vacant lots. However, the subject area also includes other uses such as institutional, parks and open space, and residential. A number of parcels within the subject area include or are entirely occupied by the Hudson River. Tables 2-2a – 2-2m provide detailed descriptions of existing land uses on each parcel within the subject area by block and identifies the respective owners. Land uses for each parcel were determined based on field surveys and data provided by the City of Yonkers Tax Collector's Office. It should be noted that parcels that lie entirely or mostly under water are described as underwater. Several additional parcels extend into the water but are described by their primary land use.

**Table 2-2a**  
**Land Use by Parcel, Blocks 2009 and 2010**

<b>Block-Lot(s)</b>	<b>Land Use</b>	<b>Description</b>	<b>Owner</b>
2009-1	Warehouse/parking	i.park/i.park parking lot	Hudson View Associates
2009-20 and 30	Parking/vacant/private ROW	i.park parking lot	Hudson View Associates
2010-1, 6, 9, 16, 23, and 26	Parking/vacant	i.park parking lot	Hudson View Associate

**Table 2-2b**  
**Land Use by Parcel, Block 2099**

<b>Block-Lot(s)</b>	<b>Land Use</b>	<b>Description</b>	<b>Owner</b>
2099-1.3	Retail	Small grocery store	Spears Development Corp.
2099-4 and 5	Vacant	Vacant land	Kingsbridge Enterprises
2099-6	Vacant	Private parking	159-163 Warburton Ave. Corp.
2099-7	Vacant	Private parking	Douglas Ascare
2099-9	Multi-family residential	Apartment building	159-163 Warburton Ave. Corp.
2099-12	Multi-family residential	Multi-family home	Darette Mills
2099-13	Vacant	Multi-family home	Greg Smith
2099-14	Vacant	Multi-family home	Greenwich Investors XVI LLC
2099-16	Vacant	Private parking	Woodworth Realty Corp.
2099-18, 19, 20, and 21.23	Warehouse/distribution	Max Braun & Sons Meats	Woodworth Realty Corp.
2099-24, 25, and 26	Industrial	Greyston Bakery	Greyston Foundation
2099-27	Industrial	Scaffolding company	Bruce Lord
2099-28	Industrial	Scaffolding company	Ecklond Development LLC
2099-31	Industrial	Scaffolding company	Wingnut Properties

**Table 2-2c**  
**Land Use by Parcel, Block 2100**

<b>Block-Lot(s)</b>	<b>Land Use</b>	<b>Description</b>	<b>Owner</b>
2100-1	Industrial	Pollack Paint	InsI-X Products Corporation
2100-4	Industrial	Stevens Paint	Stevens Paint Corporation
2100-10	Industrial	A&D Carting	Stevens Paint Corporation

**Table 2-2d**  
**Land Use by Parcel, Block 2605**

Block-Lot(s)	Land Use	Description	Owner
2605-51	Parking/vacant	Parking lot with small buildings	Robert Altman
2605-57 and 62	Habirshaw Park/Beczak Environmental Education Center	Beczak Environmental Education Center	Westchester County
2605-67	Utility	North Yonkers Pump Station	Westchester County

**Table 2-2e**  
**Land Use by Parcel, Block 2608**

Block-Lot(s)	Land Use	Description	Owner
2608-1	Institutional/Government	Yonkers City Jail	City of Yonkers
2608-14.18	Industrial	Bus dispatch office/garage	Edward Muto
2608-20.23	Industrial	Warehouse	Yonkers Waterfront Inc.
2608-25	Industrial	Glenwood Container	Krasnow Trust USA
2608-29 and 35.37	Industrial	Newspaper distribution	Sun Chemical Corp.
2608-70	Industrial	Bus dispatch office/garage	Westchester County

**Table 2-2f**  
**Land Use by Parcel, Block 2610**

Block-Lot(s)	Land Use	Description	Owner
2610-12, 14, 18, 22, 30, 35, and 44	Vacant	Vacant, primarily industrial, Hudson River	Yonkers Alexander Street Redevelopment Inc.
2610-48	Vacant/parking	Bus parking	Yonkers Alexander Street Redevelopment Inc.
2610-50 and 53	Industrial	Manufacturing/distribution	Altman Lighting Co.
2610-51	Vacant/parking	Bus/jail parking	Robert Altman
2610-57	Industrial	Vacant/industrial	Robert Altman

**Table 2-2g**  
**Land Use by Parcel, Block 2615**

Block-Lot(s)	Land Use	Description	Owner
2615-1	Vacant	Underwater/Hudson River	Sun Chemical Corp.
2615-18	Industrial	Manufacturing, Excelsior Transparent Bag	B J 96 Corp.
2615-23 and 29	Institutional	Social services, parking, underwater	Sun Chemical Corp.

**Table 2-2h**  
**Land Use by Parcel, Block 2618**

Block-Lot(s)	Land Use	Description	Owner
2618-1	Industrial	Manufacturing, Greyston Bakery	104 Ashburton Avenue, LLC
2618-2	Vacant	Bus turn-around	Yonkers CDA
2618-200	Vacant	Vacant	New York State

**Table 2-2i**  
**Land Use by Parcel, Block 2620**

Block-Lot(s)	Land Use	Description	Owner
2620-1	Industrial	Warehouse/manufacturing, water	B J 96 Corp.
2620-35 and 40	Vacant	Vacant/parking/private ROW	One Point Street Inc.
2620-36	Industrial	Industrial	159 Babcock LLC
2620-50	Industrial	MTA bus garage/parking	City of New York
2620-82	Vacant/parking	Former railroad ROW, bus parking	New York Central Lines

**Table 2-2j**  
**Land Use by Parcel, Block 2625**

Block-Lot(s)	Land Use	Description	Owner
2625-15, 17, and 21	Vacant/parking	Vacant/parking/underwater	One Point Street Inc.
2625-23	Vacant/parking	Vacant/parking	One Point Street Inc.

**Table 2-2k**  
**Land Use by Parcel, Block 2630**

Block-Lot(s)	Land Use	Description	Owner
2630-1, 2, 3, and 10	Industrial	Vacant/parking	One Point Street Inc.
2630-37, 40, and 44	Vacant	Underwater, shoreline	City of Yonkers

**Table 2-2l**  
**Land Use by Parcel, Blocks 2125, 2635, and 2640**

Block-Lot(s)	Land Use	Description	Owner
2125-1	Park	Trevor Park/Hudson River Museum	City of Yonkers
2635-1	Vacant	Underwater	Glenn Place Equities
2635-15	Vacant	Vacant industrial building	K. Capolina Design & Reno
2635-19	Vacant	Vacant industrial building/underwater	New York Central Railroad
2640-1	Park	JFK Marina Park/underwater	City of Yonkers
2640-25	Vacant	Underwater	City of Yonkers

**Table 2-2m**  
**Land Use by Parcel, Block 7000**

Block-Lot(s)	Land Use	Description	Owner
7000-1	Railroad	Metro-North Railroad	MTA Metro-North

### *SURROUNDING LAND USES*

There are a wide variety of land uses in close proximity to the subject area. While the subject area itself is dominated predominately by industrial and vacant land uses, the surrounding neighborhoods are mostly low to medium density residential. The waterfront area just south of the subject area is being redeveloped into a mixed-use community near the Yonkers Recreation Pier and Yonkers Train Station. This area, which is adjacent to downtown Yonkers was recently occupied by vacant land and parking areas for the Yonkers Train Station. While some buildings have already been constructed, additional buildings are being constructed immediately south of the subject area.

Downtown Yonkers and Getty Square are also in close proximity to the subject area. Downtown Yonkers is home to a number of commercial uses including retail, private and government offices, and some industrial uses. Recent redevelopment activity such as the Gateway Lofts and Mercantile Lofts has also led to an increase in the residential population in downtown Yonkers. Another project in Yonkers that was recently completed is the Riverfront Library and Board of Education Building. This recent development activity, combined with the existing mix of uses, create a vibrant mixed-use downtown, located immediately southeast of the subject area.

On the East side of Warburton Avenue there is a mix of commercial uses, residential buildings, and institutional facilities such as schools and churches. North of Ashburton Avenue, most uses outside the subject area are residential with some commercial uses primarily along Warburton Avenue. The density of the residential uses varies from single-family homes to mid-rise apartment buildings. Near the intersection of Glenwood and Ravine Avenues, some higher density buildings exist such as the 26 story Glenwood Tower and Glenwood Gardens. At the end of Glenwood Avenue is the Glenwood Train Station. Generally speaking the area between Ashburton Avenue and Trevor Park is entirely residential with the exception of some commercial uses along Warburton Avenue.

East of Trevor Park, which fronts along Warburton Avenue and creates the northeastern boundary of the subject area, parcels are generally occupied by one and two-family residential buildings. North of JFK Memorial Drive, there is the Museum Middle School and firehouse surrounded by a mix of residential buildings ranging from one-family houses to apartment buildings.

### **ZONING**

The City of Yonkers has established 21 zoning districts that accommodate a variety of uses ranging from single-family homes on large lots to heavy industrial uses. Four of these zoning districts lie within the boundaries of the subject area. Following the land use patterns, the largest zoning district in the subject area is the Industrial (I) zoning district, followed by the Medium-Density Apartment Houses (M) and the Planned Industrial (IP) districts. In addition, a small Commercial, Storage, and Light Manufacturing (CM) district is mapped along the western edge of the subject area, along Ashburton and Warburton Avenues (See Figure 2-2). The IP and M



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	Subject Area
	Zoning Boundary
S-50	Detached One Family
MG	Apartments - Low Density
M	Apartments - Medium Density
A	Elevator Apartments - High Density
BR	Restricted Business
B	Neighborhood Business
BA	General Business
OL	Office/Laboratories
C	Wholesale Business
CM	Commercial Storage/ Light Manufacturing
IP	Planned Industrial
I	Industrial
PUR	Planned Unit Redevelopment

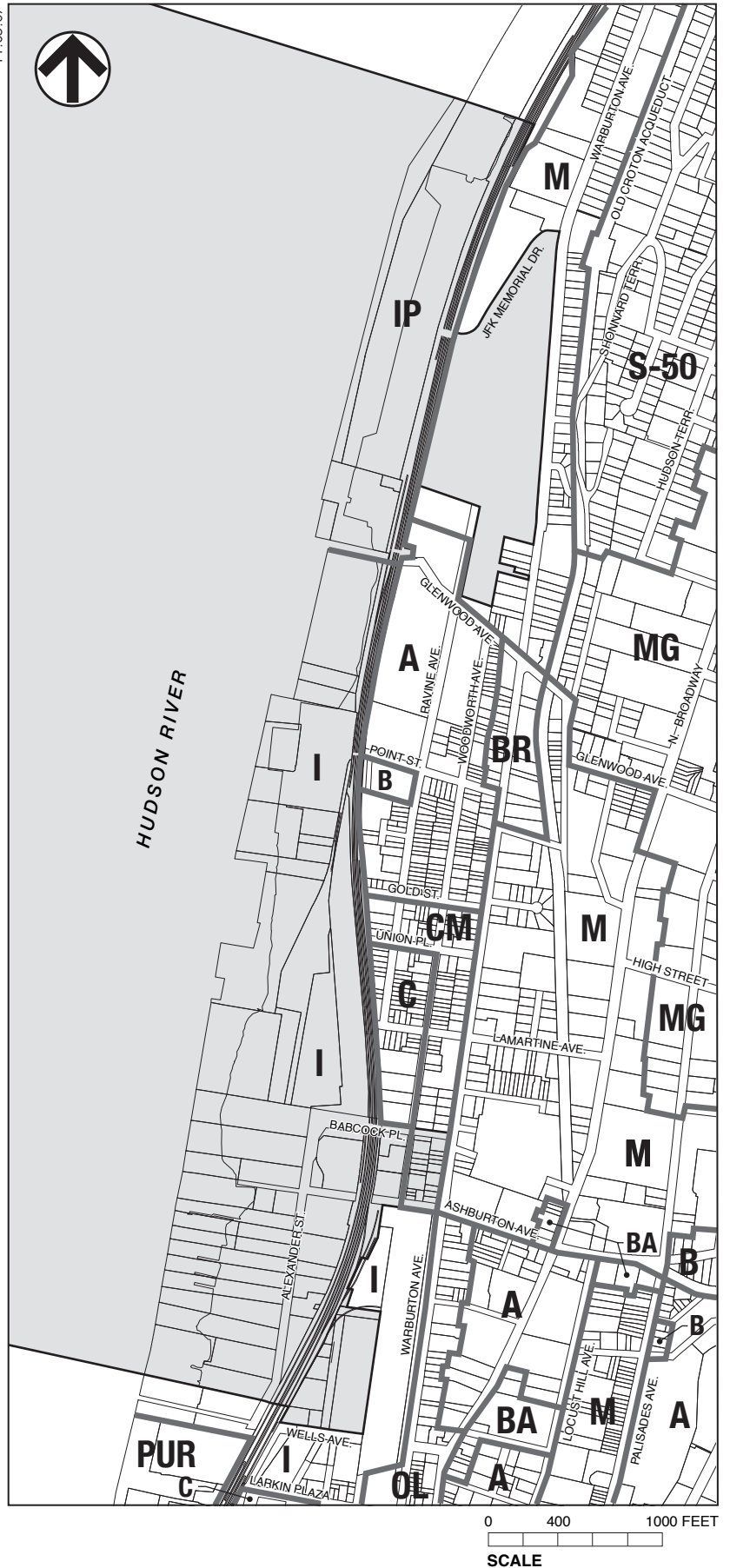


Figure 2-2  
Existing Zoning

districts, mapped in the northern segment of the Project Area, include the Glenwood Power Station and the two parks. Table 2-3 shows the amount of land area occupied by each zoning district.

**Table 2-3**  
**Land Area Per Zoning Districts**

Zoning District	Square Feet <sup>1</sup>	Acres <sup>1</sup>
CM	73,938	1.7
I	1,920,427	44.1
IP	388,195	8.9
M	917,469	21.1
<b>TOTAL</b>	<b>3,300,029</b>	<b>75.8</b>
<b>Notes:</b> 1. Areas do not include public road right-of-ways, rail right-of-ways, or portions of parcels over water 2. JFK Memorial Drive is not considered a public road right-of way <b>Sources:</b> GIS Analysis of Zoning District Boundaries and April 2004 Aerial Photography		

With the exception of the M district, which is restricted to residential, community facility, and cultural uses, the zoning districts within the subject area permit relatively intensive commercial and industrial land uses and prohibit residential uses, making the residential uses in the subject area “non-conforming.” The only zoning district in the subject area that permits residential development is the “M” district, but that area is occupied entirely by Trevor Park. The CM district permits uses such as industrial parks, warehousing, automotive service, and limited retail. While the IP district also permits a certain degree of retail use, its principal uses place a greater emphasis on office or light to medium industrial uses. The I district permits the most intensive uses, including such uses as concrete batch plants, light to heavy industrial facilities, automobile repair shops, truck and bus depots, freight terminals, and rock crushing operations.

The largest zoning district in the subject area, the I district, also contains the largest amount of developable land in the subject area. The I district is also where most of the existing buildings and businesses within the subject area are located. The only developable land area in the IP district is currently occupied by the decommissioned Glenwood Power Station, which covers about 2 acres. In the CM district, there are 23 parcels occupying 2.9 developable acres. This area is currently occupied by A&D Carting, Max Braun & Sons, five residential buildings, a grocery store and several other miscellaneous industrial uses. The M district only covers parkland within the subject area and is not likely to be developed. Table 2-4 below summarizes the square footage and Floor Area Ratio (FAR) of existing development within the study area, and compares the FAR to what is currently allowed under existing zoning.

**Table 2-4**  
**Permitted Density by Zoning District**

<b>Zoning District</b>	<b>Square Feet of Land per Zoning District<sup>1</sup></b>	<b>Permitted FAR</b>	<b>Permitted Building Coverage (%)</b>	<b>Permitted Gross SF</b>	<b>Existing FAR as Built</b>	<b>Existing Building Coverage (%)</b>	<b>Existing Gross SF</b>
CM	73,938	1.0	50	73,938	0.90	46	66,417
I	1,920,427	7.5	75	14,403,202	0.05	26	738,587
IP	388,195	0.8	40	310,556	0.23	14	72,500
<b>Notes:</b> <sup>1</sup> Areas do not include public road right-of-ways rail right-of-ways, or areas under water <sup>3</sup> Existing building coverage information is based on data from the most recent property card available and may include buildings and structures that have been recently removed.							
<b>Sources:</b> GIS Analysis of zoning district boundaries and April 2004 Aerial Photography, City of Yonkers property cards.							

As demonstrated in Table 2-4, the I district (which occupies the most significant portion of the subject area) is under built when comparing the existing amount of development (approximately one million square feet) to the amount of development currently permitted by zoning (14 million square feet). With an FAR of 7.5, the subject area could support another 13 million square feet of development all other things being equal and used only a relative measure.

## **PUBLIC POLICY**

Several public policy initiatives guide development in Yonkers at a local, citywide, countywide, and statewide level. A number of documents identify these policies and goals for the study area and waterfront as a whole. Pertinent policies and goals are described below. Upon examination of these documents, and comparing their goals and recommendations to existing conditions in the study area, it becomes apparent that existing conditions do not advance public policy. While the documents outlined below pertain to many aspects of the Proposed Action, this summary emphasizes the additional open space, waterfront access, and revitalization that is recommended by each policy initiative and that are not achieved by the current uses of the subject area.

### *THE 2006 NEW YORK STATE OPEN SPACE CONSERVATION PLAN*

In November 2006 the New York State Department of Environmental Conservation published a revision to its 2001 Open Space Plan as a guide for conservation efforts throughout the State. The Plan provides a list to identify areas, parcels, locales or regions known to have significant environmental or other natural qualities and features, and thus worthy of conservation. The entire Yonkers waterfront and many other areas along the Hudson River are listed as such places. Furthermore, the Plan recognizes New York State's potential to develop a continuous waterway corridor extending from the mouth of the Hudson River at New York City to the Erie and Champlain Canals and the St. Lawrence Seaway. To develop this corridor, the plan recommends urban waterfront redevelopment; waterfront trail and greenway systems; and public access enhancement, and parkland development projects. The Plan also specifically recommends

creation of a Hudson River Trail and improved access to the River via trails, bikeways and transportation alternatives.

#### *GREENWAY ACT OF 1991*

In 1991, The Hudson River Valley Greenway Communities Council was established as a State agency by the Greenway Act of 1991. The Council was created to facilitate the Greenway Process by working with local and county governments to enhance local land use planning and create a voluntary regional planning compact for the Hudson River Valley.

The Greenway Act also provides the following “Greenway Criteria:”

- *Natural and Cultural Resource Protection:* Protect, preserve and enhance natural and cultural resources including natural communities, open spaces, historic places, scenic areas and scenic roads.
- *Regional Planning:* Encourage communities to work together to develop mutually beneficial regional strategies for natural and cultural resource protection, economic development, public access and heritage and environmental education.
- *Economic Development:* Encourage economic development that is compatible with the preservation and enhancement of natural and cultural resources with emphasis on agriculture, tourism and the revitalization of existing community centers and waterfronts.
- *Public Access:* Promote increased public access to the Hudson River through the creation of riverside parks and the development of the Hudson River Valley Greenway Trail System with linkages to the natural and cultural resources of the Valley.
- *Heritage and Environmental Education:* Promote awareness among residents and visitors about the Valley's natural, cultural, scenic and historic resources.

The Greenway Act of 1991 also established the Greenway Conservancy for the Hudson River Valley. The Greenway Act states:

“The conservancy shall designate and develop or cause to be developed a trail or pathway system consistent with the greenway criteria connecting the city of New York from the southernmost boundary of the area designated as the greenway to the Erie canal lock two park in the town of Waterford, Saratoga county to be known as the Hudson river valley greenway trail.” Furthermore, it is noted that “to the fullest extent practicable,” “the trail shall be located with direct physical or, if not physical, visual access to the Hudson River”

#### *NEW YORK STATE COASTAL POLICIES*

The City of Yonkers does not have an adopted Local Waterfront Revitalization Program (LWRP), therefore this GEIS considers the consistency of the Proposed Action with the New York State Coastal Policies. The New York State Waterfront Revitalization of Coastal Areas and Inland Waterways Act established guidance for the appropriate use and protection of the State's coasts and waterways. That guidance is provided through 44 policies that apply to specific and general waterfront areas. Although a number of these policies apply to Yonkers Hudson River Waterfront, the following three excerpted policies broadly define the goals of the Act:

- Restore, revitalize, and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational, and other compatible uses.

- Protect, maintain, and increase the level and types of access to public water-related recreation resources and facilities.
- Water-dependent and water-enhanced recreation will be encouraged and facilitated, and will be given priority over non-water-related uses along the coast.

Chapter 5, “Coastal Zone Consistency,” evaluates the Proposed Action in respect to New York State Coastal policies.

### *CRITICAL ENVIRONMENTAL AREAS: HUDSON RIVER*

In January of 1990, Westchester County designated the Hudson River a Critical Environmental Area (CEA). A CEA is a specific geographical area designated by a state or local agency, having exceptional or unique environmental characteristics. Westchester County designated the Hudson River as a CEA for its function as an estuary, ecological significance, history, scenery, and recreational opportunities. By designating the Hudson River as a CEA, the County intends to ensure careful assessment of projects affecting the area and consistency with State and local coastal policies.

### *HUDSON RIVER VALLEY NATIONAL HERITAGE AREA MANAGEMENT PLAN*

The Hudson River National Heritage Area was established by Congress in 1996. In April of 2002, the Hudson River Valley National Heritage Area Management Plan was approved. The Plan was created by the Hudson River Valley Greenway Communities Council and the Greenway Conservancy for the Hudson River Valley with Federal funding to present comprehensive recommendations for Hudson River Valley. The goals of the Plan are as follows:

- Organize the diverse array of nationally significant sites and resources in New York State’s Hudson River Valley into a comprehensive system of Heritage Sites and communities.
- Safeguard and enhance the Hudson River Valley’s natural and cultural heritage through conservation and interpretation of its Heritage Sites.
- Promote and coordinate partnerships among private organizations and public agencies whose interests and commitments are consistent with those of the Heritage Area.
- Foster public access to and understanding of the valley’s heritage through interpretation of its nationally significant resources and development of collateral material and guidebooks for that purpose.
- Encourage local and regional economic activity in the context of Heritage Area planning and development.

### *PATTERNS FOR WESTCHESTER*

*Patterns for Westchester* is Westchester County’s Comprehensive Plan. The Plan was prepared by the Westchester County Planning Board and published in 1996. The Plan provides several policies that pertain to development and open space in the County as a whole. Examples of some of the policies that pertain to potential development in the study area include:

- Channel development whenever possible to centers where infrastructure can support growth, where public transportation can be provided efficiently and where redevelopment can enhance economic vitality.
- Encourage private developments to incorporate public access and open space corridors, where appropriate, to integrate trailways and to enhance linear parks.

*WESTCHESTER COUNTY OPEN SPACE POLICIES*

The Westchester County Planning Department has published a number of Open Space policies that apply to municipalities throughout Westchester County. Excerpts of these policies are as follows:

- It shall be the policy of the County to continue to provide open space linkages that form a connected system of parklands in the tradition of Westchester's major parks, parkways and regional trailway system.
- It shall be the policy of the county to acquire or otherwise seek to protect suitably sized properties along the Hudson River and Long Island Sound shorelines for public access, public use and scenic enjoyment. Priorities include:
  - Waterfront properties on Long Island Sound or the Hudson River that offer potential for public access, waterfront recreation or scenic vistas.
  - Waterfront properties with deteriorating, substandard or incompatible development that can be reclaimed for open space or park use.
  - Properties having unique natural features or which offer unusual recreational opportunities.
  - Properties which may foster local revitalization and economic development opportunities at or near the waterfront.

*RESIDENTS RECREATION PREFERENCES SURVEY 1996*

In 1997, the Westchester County Department of Planning published the results of its 1996 survey of Westchester County Residents' recreation preferences. According to the study, respondents in the southern portion of the County would like Westchester County to build or expand its facilities for swimming, bicycling, jogging/walking, cultural opportunities, history, picnicking, playgrounds, nature study, tennis, and golf. These recreation activities are listed in the order in which they are ranked.

*HUDSON RIVER WALK: A GREENWAY TRAIL*

Hudson River Walk: A Greenway Trail is document prepared by Westchester County to provide design guidelines for a planned greenway trail that runs the length of the Hudson River through Westchester County. This document, and the effort that has been put into preparing it, is a reflection of the County's desire to develop a continuous trail along the Hudson River Waterfront.

*CONNECTIONS: THE YONKERS COMPREHENSIVE PLAN*

The City of Yonkers adopted its most recent Comprehensive Plan on September 19, 2000. While the Plan includes separate sections pertaining to transportation, economic development, parks and recreation, and other aspects of the city, it also specifically addresses the Yonkers Waterfront. Goals and implementation strategies included in the plan include:

- Study the redevelopment of vacant land and underutilized land between Ashburton Avenue and Point Street
- Encourage a mix of uses related to or enhanced by proximity to the water's edge.

- Formalize the connection between the Glenwood Train Station and the marina to increase pedestrian traffic and improve access to the marina.
- Explore opportunities to provide access to the water's edge.

While it is recognized that the Yonkers Comprehensive Plan also promotes retention of industrial uses, the Proposed Action is believed, on balance, to be consistent with the overall goals of the City.

## **C. FUTURE WITHOUT THE PROPOSED ACTION**

### **LAND USE**

#### *SUBJECT AREA*

In the future without the Proposed Action no significant land use changes would occur in the Subject Area. Certain changes may occur with the actions of individual property owners, but these changes would not create a cohesive neighborhood and would likely limit the amount of residential and open space and public parkland development that occurs.

Although no other known plans for the subject area have been filed with Yonkers agencies, examples of potential changes that may occur without the Proposed Action include expansion of industrial facilities and vehicle storage lots or redevelopment of specific properties based on the plans of individual property owners.

#### *SURROUNDING NEIGHBORHOODS*

Redevelopment and new development would continue as planned in the future without the Proposed Action. A number of projects are currently planned in the surrounding neighborhoods that would result in the renovation and restoration of existing buildings and construction of new buildings in nearby areas. These projects are referred to as the “No-Build” projects in that they will proceed whether or not the Proposed Action will occur. It should be noted that the no-build projects are in constant flux as Yonkers continues to be redeveloped. As is to be expected in an evolving downtown area, some project specific plans may have changed since the list was last updated in early 2007. The no build list does, however, present an overview of the type and scale of planned projects.

Examples of planned developments just outside the subject area include Phase II of the Collins Enterprises developed which includes 312 residential units. Another major development project is taking place along Ashburton Avenue where the road will be widened and many of the existing buildings will be reconstructed. Some large buildings and infill will also be added to add an approximately 300 new residential units to the area. Other planned development projects in surrounding neighborhoods are listed in Table 2-5. The location of each project is shown in Figure 2-3.

- Subject Area
- 1

No Build Projects
- 1

Ginsburgh Development
- 2

900 North Broadway
- 3

Yonkers Green
- 4

Ashburton Avenue Redevelopment
- 5

i.park Phase 1
- 6

Charter School
- 7

Hudson Park Phase II
- 8

Collins Phase 2
- 9

Verizon
- 10

Restaurant 2
- 11

North Broadway Lofts
- 12

Stan-Lou Building
- 13

Gateway Center
- 14

Ballpark Phase 1
- 15

Old Furniture Storage/Cooks
- 16

Main Street Lofts
- 17

Homes for America
- 18

Xavier's
- 19

Buena Vista Phase 2
- 20

1077 Warburton Avenue
- 21

Animal Spcialty Center
- 22

Mariott
- 23

Hampton Inn
- 24

Proctor Theatre
- 25

171 Riverdale Avenue
- 26

179 Riverdale Avneue
- 27

Larkin Square River Improvement
- 28

Yonkers Downtown Sites H & I  
(Palisades Pointe)

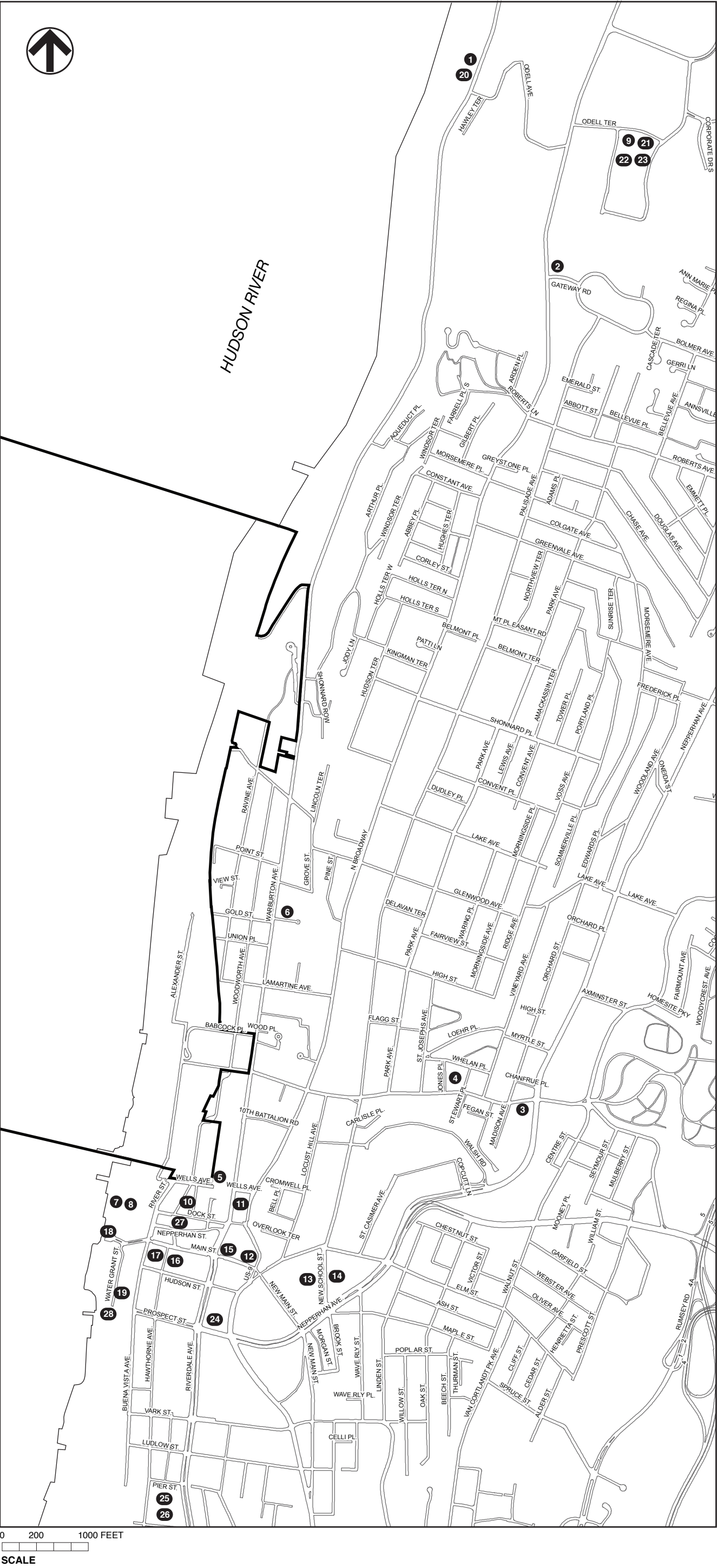


Figure 2-3  
No-Build Projects



**Table 2-5  
No-Build Projects**

ID	Name	Address	Description
1	Ginsburgh Development	1105-1135 Warburton Avenue	353 residential units
2	900 North Broadway	900 North Broadway	Medical office - 25,000sf
3	Yonkers Green	Ashburton & Nepperhan	124 (town homes/condos)
4	Ashburton Avenue Redevelopment	Ashburton Avenue	Approximately 300 new residential units, replacement of existing residential units, retail and office space
5	I-park Phase 2	Warburton Avenue	100,000sf office space with 300 parking spaces; 30,000sf retail
6	Charter School	Warburton Avenue at Halcyon Place	200 students
7	Hudson Park Phase II	Dock Street	153 berths
8	Collins Phase 2	75 Dock Street	8,000sf restaurant, 292 residential units
9	Verizon	Southern Westchester Executive Park	25,000sf utility
10	Restaurant 2	31 Dock Street	2,100sf restaurant
11	North Broadway Lofts	49 N Broadway	40 residential lofts
12	Stan-Lou Building	27 North Broadway	15 residential units
13	Gateway Center (SFC Project)	Getty Square Parking Area	950 residential units, 150 room hotel, replacement of existing fire house with 49,000sf facility, 90,000sf restaurant, 80,000 sf (2,000 seat) movie theater
14	Ballpark Phase 1	Getty Square Parking Area	6,500-seat ballpark
15	Old Furniture Storage/Cooks	14 Warburton Ave	4,400sf retail, 12 residential units
16	Main Street Lofts	68 Main Street	12,000sf retail 171 residential lofts
17	Homes for America	86 Main Street	12000sf retail and 58,000sf office
18	Xavier's	Yonkers Pier, end of Main	6,000sf restaurant
19	Buena Vista Phase 2	61 Buena Vista	7,500sf retail, 60 residential units
20	1077 Warburton Avenue	1077 Warburton Avenue	71 residential units
21	Animal Specialty Center	Southern Westchester Executive Park	25,000sf medical office
22	Marriott Hotel	Southern Westchester Executive Park	109 room hotel
23	Hampton Inn Hotel	Southern Westchester Exec. Park	120 room hotel
24	Proctor Theatre	53 South Broadway	1,200 seat theatre
25	171 Riverdale Avenue	171 Riverdale Avenue	19 Apartments
26	179 Riverdale Avenue	179 Riverdale	83 Senior Apts

27	Larkin Square River Improvement	Larkin Square	River Daylighting/Park
28	Yonkers Downtown Sites H& I (Palisade Pointe)(SFC Project)	Waterfront (Parcels H & I)	436 residential
<b>Notes:</b> This No-Build list results in approximately 2,926 residential units in the future without the Proposed Action			
<b>Sources:</b> City of Yonkers Planning Bureau and Community Development Agency, October 2005.			

In the future without the Proposed Action, surrounding neighborhoods would continue to be strengthened by new development. The projects listed above in Table 2-5 are expected to add approximately 2,900 residential units, approximately 525,000 square feet of retail space, and approximately 580,000 square feet of office space. Most of this development activity is expected to be completed by 2010.

## **ZONING**

No changes would occur to underlying zoning districts within the subject area without the Proposed Action unless zoning changes are made in response to individual projects that are proposed. Although specific actions may result in future zoning changes, no such plans exist at this time. There would, however, likely be zoning changes as a result of the continuing redevelopment efforts surrounding the downtown area.

## **PUBLIC POLICY**

No public policy changes would be required in the future without the Proposed Action, however, the goals and recommendations of many existing public policy documents would not be addressed. The public policy goals described above under the heading “Existing Conditions”, specifically, enhanced access to the waterfront, and creation of a waterfront esplanade would not be systematically achieved in the future without the Proposed Action. Although the existing waterfront esplanade near the recreation pier will be expanded with Phase II of the Collins Development, no additional esplanade expansions or waterfront access improvements are likely within the subject area without the Proposed Action except on an ad hoc or incremental basis.

## **D. FUTURE WITH THE PROPOSED ACTION**

The Proposed Action provides design guidance for the redevelopment of the subject area. The design guidelines were created to achieve the objectives and recommendations of City, County, State and Federal policies pertaining to the subject area.

The following objectives and design principles were used to develop the Master Land Use Plan for the subject area (see Figure 2-4):

- Create a vibrant new waterfront neighborhood of residences, businesses, and open spaces.
- Provide public access to the Hudson River along as much of the 1.3 miles of waterfront as possible.
- Improve and enhance existing City parks and amenities, including Trevor Park and JFK Marina Park.
- Strengthen Yonkers as a place to live, visit, and work.

RESIDENTIAL UNIT COUNT/ BUILDING HEIGHTS

RESIDENTIAL	Development Parcel	Maximum Residential Building Height	Total Units	Parking Spaces/Level	Parking Levels	Spaces / Block	Parking Spaces Required	Extra or Needed Parking/ Block
	A	(2) 30 Story Buildings	484	192	7	1344	726	618
	B	(2) 22 Story Buildings	302	80	4	320	453	-133
	C	(1) 22 Story Building	176	45	4	180	264	-84
	D	(1) 14 Story Building	105	52	4	208	157.5	50.5
	E	(1) 14 Story Building	98	54	4	216	147	69
	F	(2) 28 Story Buildings	608	143	6	858	912	-54
	G	(2) 24 Story Buildings	588	207	4	828	882	-54
	H	(2) 22 Story Buildings	452	155	5	775	678	97
	I	(2) Buildings 20/12 Stories	328	128	4	512	492	20
	J	(1) 12 Story Building	101	64	4	256	151.5	104.5
	K	(1) 18 Story Building	251	141.7	6	850	376.5	473.5
	L&M	Maximum 3 Stories	25	25	1	25	37.5	-12.5
	N	(1) 18 Story Building	234	114	4	456	351	105
	Jail	n/a	0	0	0	0	0	0
	Marina	n/a	0	0	0	0	0	0
TOTAL			3752			6828	5628	1,200
								(more than required for number of units shown)
TOTAL UNITS SHOWN						3752		
x 1.5=# OF PARKING SPACES REQUIRED						5628		

NOTES: Parking Study does not include On-Street Parking Spaces  
Approximately 480 additional On-Street Parking Spaces will be provided

COMMERCIAL SPACE DISTRIBUTION

COMMERCIAL		Ground Floor Retail	Second Floor Office	Total Commercial Space
	A	25,000	25,000	50,000
	B	12,000	12,000	24,000
	C	12,000	12,000	24,000
	D	22,500	22,500	45,000
	E	14,000	14,000	28,000
	F	15,000	15,000	30,000
	G	0	0	0
	H	0	0	0
	I	6,600	6,600	13,200
	J	6,250	6,250	12,500
	K	20,000	100,000	120,000
	L&M	25,000	0	25,000
	N	26,500	0	26,500
	Jail	20,000	0	20,000
	Marina	5,000	0	5,000
TOTAL		209,850	213,350	423,200

3 spaces / 1000sf  
423,200 sf = 1,270 spaces

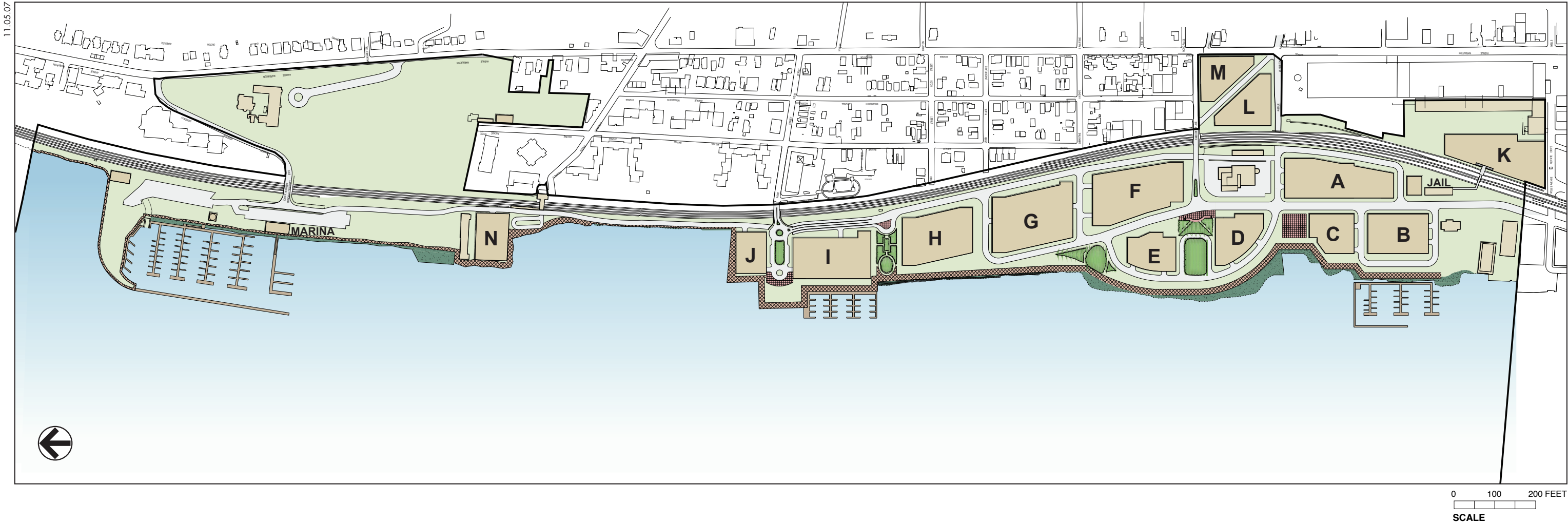


Figure 2-4  
Roadway Network and Development Parcelization

- Improve linkages between the Master Plan Area and surrounding neighborhoods.
- Improve vehicular access and circulation within the Master Plan Area and between it and the surrounding neighborhoods.
- Promote a pedestrian- and cyclist-friendly streetscape.
- Enhance access to JFK Marina Park and provide additional boating resources.
- Maintain and improve public views of the Hudson River consistent with a level of development necessary to support infrastructure and other public amenities.
- Develop a variety of housing with convenient access to goods and services, and public transit.
- Promote environmentally sensitive design to minimize impervious surfaces and improve habitat function.
- Consider adaptive reuse of buildings with historic significance and/or unique features.
- Provide adequate infrastructure support, including wastewater treatment, water supply, parking, and roadway capacity.

The Master Plan addresses street layout and circulation, permitted types of land use, and the dedication of space for recreational use. The guidelines provide specifications for the layout of circulation systems, parking, utilities, easements, new open spaces, public plazas, a public esplanade along the Hudson River's edge and water-dependent uses, such as marinas and piers. In addition, public streetscape improvements are contemplated to provide and enhanced pedestrian environment.

#### **LAND USE PLAN**

Implementation of the Master Plan would create a mix of residential and commercial uses, develop new recreation facilities, and promote water-related uses along the river. The Master Plan accommodates buildings with approximately 3,752 units and a mix of street-level neighborhood retail and commercial space. This development would occur on 14 Development Parcels in the subject area as identified on Figure 2-4. Table 2-6 outlines the proposed build program for each parcel including number of residential units, amount of retail and office space, and number of parking spaces.

**Table 2-6**  
**Development Parcel Build Programs**

Development Parcel	Number of Units	Retail Space (sf)	Office Space (sf)	Parking Spaces
A	484	25,000	25,000	1344
B	302	12,000	12,000	320
C	176	12,000	12,000	180
D	105	22,500	22,500	208
E	98	14,000	14,000	216
F	608	15,000	15,000	858
G	588	0	0	828
H	452	0	0	775
I	328	6,600	6,600	512
J	101	6,250	6,250	256
K	251	20,000	100,000	850
L & M*	25	25,000	0	25
N	234	26,500	0	456
Jail	0	20,000	0	0
Marina	0	5,000	0	0
Total	3,752	209,850	213,350	6,828
<b>Notes:</b> * The development program for parcels L & M is based on a conceptual diagonal roadway that would connect Ashburton Avenue to Babcock Place and serve as a gateway into the Alexander Street Waterfront Area. Detailed build programs and development parcel configurations will be developed based on engineering studies and an evaluation of topographic conditions. - Parking study does not include on-street parking spaces - Approximately 480 additional on-street parking spaces will be provided				

During development of the Master Plan, significant emphasis was placed on preserving views from public upland areas while allowing for a development that was economically feasible. An inventory of visual resources and view corridors was used establish maximum heights for each development parcel (see Chapter 3; Visual Character). The result of the analysis is a development plan that establishes maximum heights in the subject area of up to 30 stories with most parcels being limited to lower heights as identified in Figure 2-4.

Upon adoption of the proposed Master Plan, numerous development applications may be submitted for different portions of the subject area. This could result in simultaneous construction activity in different locations throughout the subject area.

## **PROBABLE IMPACTS OF THE PROPOSED ACTION**

### *FUTURE LAND USE*

The Proposed Action is intended to result in the orderly redevelopment of an underutilized and formerly industrial portion of the Yonkers Waterfront. The plan would represent the continuing shift in land use in the waterfront area from industrial to mixed-use, which is enhanced with the implementation of the Yonkers Downtown Waterfront Master Plan of 1998 which included a multi-parcel area along more than 3,500 feet of Hudson River waterfront near the Yonkers Recreation Pier, to the south of the subject area.

Under the proposed Master Plan, vacant and underutilized industrial land would be replaced by a number of mixed-use buildings and a new continuous waterfront esplanade. The most notable redevelopment activity would occur with the “Alexander Street Waterfront Area”. This area is an approximately 53 acre area roughly bound by the railroad tracks and Hudson River shoreline, and extending from the North Yonkers Pump Station to the former BICC Cables Facility. Figure 2-5 provides a conceptual land use map for this area and the amount of land occupied by each use. Included in these figures are nearly 15 acres of new esplanade and public open space area, approximately 18 acres of building footprints, approximately 9 acres of road rights-of-way, and approximately 8 acres of private land belonging to the public realm (i.e. streetscape areas, building setback areas, etc.). Several existing land uses within the Project Area such as the City Jail, Greyston Bakery, and North Yonkers Pump Station would also be included in the Alexander Street Waterfront Area with only limited changes to the existing parcel boundaries to accommodate roadway improvements.

### *LAND USE CHANGES*

As described under the heading “Existing Conditions” above, the subject area was divided into four sections for land use analysis. These Four sections include: the southern section, which extends from the southern subject area boundary north to Babcock Place; the central section, which extends from Babcock Place to Point Street; the northern section, which includes parcels between Point Street and JFK Marina Park; and the eastern section, which includes those parcels east of the railroad tracks along Ashburton Avenue and Wells Avenue.

#### *Southern Section*

Many of the existing uses that currently lie within the southern section would remain in place under the Proposed Action while several industrial facilities and vacant lots would be replaced with new development. The land uses that would remain, are being retained for various reasons due the benefits they provide and the importance they possess within the community. The North Yonkers Pump Station, Habirshaw Park, Beczak Environmental Education Center, Yonkers City Jail building, and Greyston Bakery would all remain in their existing locations under the Proposed Action. The North Yonkers Pump Station is an active part of the county’s sewage treatment infrastructure and the building possesses architecturally interesting features. Habirshaw Park and the Beczak Environmental Education Center provide valuable amenities to the area and are intended to be strengthened by the Proposed Action. The Greyston Bakery is part of the non-profit Greyston Foundation and serves important community development functions. The City Jail function is slated to be relocated to a new jail facility elsewhere in Yonkers. The historic jail building will be will be adaptively reused as retail space such as restaurant, café, and serve as an entrance to the Metro-North rail platform.



Conceptual Land Use		
	ACRES	PERCENT
Greyston/County Pump Station <sup>1</sup>	3.4	6.4%
Building Footprints	17.9	33.6%
Roads	8.7	16.3%
Public Realm <sup>2</sup>	8.4	15.8%
Parks/Esplande	14.9	28.0%
<b>TOTAL</b>	<b>53.3</b>	<b>100%</b>

1: Only minimal changes to these sites resulting from roadway realignments are anticipated.  
 2: Public Realm includes sidewalks and other publicly accessible streetscape areas on private property.  
 NOTE: This table only shows Conceptual Land Use for the Alexander Street Waterfront Area.

Figure 2-5  
**Conceptual Land Use**

Other uses in the southern section would be replaced by new development. The County Department of Social Services office is expected to relocate to a nearby location outside of the subject area. This building and the other industrial buildings and vacant lots in the area would be replaced with approximately 1,100 residential units and approximately 143,000 square feet of commercial space. Additional development would provide new roadways, a public esplanade, and new plazas and open space.

### *Central Section*

All of the existing industrial buildings and vacant lots in the central section of the subject area would be replaced with new development under the Proposed Action. The new development is anticipated to occur on six development parcels in the central section. The six development parcels are expected to accommodate approximately 2,175 residential units and 84,000 square feet of commercial space. The development parcels would be surrounded by a new roadway system, a new riverfront esplanade, and publicly accessible open spaces.

### *Northern Section*

Minimal new development is expected to occur in the northern section of the subject area. Development activity would be limited to improvements at existing JFK Marina and redevelopment and adaptive reuse of the Glenwood Power Station site. These improvements as discussed in the Master Plan (Appendix B) would include new pedestrian pathways, bulkhead improvements, and new public piers. Due to the fact that JFK Memorial Drive, the entrance, and internal roadways within JFK Marina Park are located in mapped City parkland, potential improvements to JFK Memorial Drive and utilizing the parkland roadways for public transportation purposes may require the alienation or de-dedicating of parkland in Trevor and JFK Marina Parks in the area occupied by the JFK Memorial Drive and the subject park road rights-of-way. Any resulting loss in parkland acreage would more than be compensated for by additions of new parkland along the Alexander Street Waterfront. The only parkland to be potentially alienated is that parkland that would be occupied by roadways under implementation of the Master Plan. New parkland to be provided would substantially offset any lost parkland.

The Proposed Action also calls for the redevelopment of the former Glenwood Power Station. The redevelopment would adaptively reuse portions of the Power Station building where possible and would create approximately 234 residential units and 20,000 square feet of commercial space.

### *Eastern Section*

The Proposed Action also calls for the redevelopment of two areas in the eastern section of the subject area. One area, currently used as parking near the i.park and Kawasaki facility would be redeveloped to allow for approximately 250 residential units, 100,000 square feet of office space, and 20,000 square feet of commercial space. A second area bound by the railroad tracks, Ashburton Avenue, Warburton Avenue, and Babcock place would be redeveloped into a gateway that serves the waterfront area. Conceptual plans for this area include a diagonal roadway that connects Ashburton Avenue to Babcock Place, approximately 25 townhouse residential units, and commercial space that serves the needs of the surrounding community. Specific plans for this area would depend on engineering considerations and the topography in the area.



### *Development Summary*

The proposed land use changes in the subject area would create new uses that are compatible with the residential uses and neighborhood commercial establishments found in surrounding neighborhoods. Certain buildings such as the Glenwood Power Station and Yonkers City Jail are expected to be adaptively reused to preserve their historic and architectural character. These adaptive reuses would also consist of commercial land and retail space and would therefore also be consistent with the surround neighborhoods and proposed Master Plan. The Proposed Action would also provide a significant increase in the amount of open space and parkland in the subject area. Furthermore, the Proposed Action would utilize the new open space to provide public access to the waterfront via a new waterfront esplanade. Therefore, although the Proposed Action is expected to result in significant land use changes, these changes are not expected result in a significant adverse impact since they would extend the adjacent mixed-use and residential neighborhoods and increase access to the waterfront for nearby residents.

### *ZONING*

Redevelopment projects that are proposed after adoption of the Master Plan would require approval by the Yonkers City Council for adoption of land use and building controls, including those that would be applicable to the subject area under the provisions of Article VII, Special Use Permits, of the City's Zoning Ordinance.

### *PUBLIC POLICY*

#### *The 2002 New York State Open Space Conservation*

The Open Space Conservation plan recommends urban waterfront redevelopment; waterfront trail and greenway systems; and public access enhancement, and parkland development projects. The Plan also specifically recommends creation of a Hudson River Trail and improved access to the River via trails, bikeways and transportation alternatives. By revitalizing the overall character and vitality of the waterfront in the subject area, creating new open spaces and public plazas, improving and enhancing existing open spaces and parks, providing access to the Hudson River's edge, and creating a riverfront esplanade, the Proposed Action is consistent the New York State Open Space Conservation Plan.

#### *Greenway Act of 1991*

By using the greenway criteria described in the Greenway Act of 1991 for development of the Master Plan, including natural and cultural resource protection, regional planning, economic development, public access, and heritage and environmental education, the Proposed Action is consistent with the objectives of the Greenway Act. The Proposed Action would preserve historic resources and maintain view corridors, revitalize a portion of the Hudson River Waterfront, increase access to the River, and provide new opportunities for heritage and environmental education.

#### *New York State Coastal Policies*

The New York State Waterfront Revitalization of Coastal Areas and Inland Waterways Act established guidance for the appropriate use and protection of the State's coasts and waterways. The Proposed Action seeks to revitalize an underutilized portion of the Hudson River Waterfront, increase access to the River, and create water dependent uses such as a marina and

fishing piers. See Chapter 5, “Coastal Zone Consistency,” for a more complete evaluation of the Proposed Action in respect to New York State Coastal policies.

*Critical Environmental Areas: Hudson River*

The January 1990 designation of the Hudson River as Westchester County Critical Environmental Area by Westchester County is intended to ensure that projects are consistent with policies of the state and local coastal policies. As described above, the Proposed Action is consistent with state and local coastal policies.

*Hudson River Valley National Heritage Area Management Plan*

The April 2002 Hudson River Valley National Heritage Area Management Plan calls for actions that would serve to educate and inform the public of the Hudson River Valley’s Heritage Areas. By providing new public access to the waterfront and creating an environment more conducive to enjoyment of the waterfront, the Proposed Action is consistent with the Hudson River Valley National Heritage Area Management Plan.

*Patterns for Westchester*

Patterns for Westchester is the County’s Master Plan published in 1996. The plan recommends a wide variety of economic development and open space strategies to enhance the quality of life for residents. By increasing and enhancing open space and redeveloping underutilized land near downtown Yonkers, the Proposed Action is consistent with Patterns for Westchester.

*Westchester County Open Space Policies*

The Westchester County Open Space Policies published by the County Planning Department seek to ensure the preservation and enhancement of open space. The policies specifically encourage development of regional interconnected trailways, acquisition and protection of shoreline open spaces, and reclamation of underutilized land for open space. The Proposed Action would enhance the County’s riverfront trail system by extending the existing riverfront esplanade and providing new open space along the waterfront.

*Residents Recreation Preferences Study 1996*

Based on the 1996 Residents Recreation Preferences Study it can be determined that residents of the County seek a wide variety of recreational activities. By increasing the amount of available open space in the City, a number of these activities can be enhanced through increased opportunities and new space for facilities.

*Hudson River Walk: A Greenway Trail*

Hudson Riverwalk: A Greenway Trail provides design guidelines for a Hudson River Trail. Although specific designs for the trail have not been determined, the Proposed Action provides approximately 1.3 miles of new open space along the waterfront to create a trail and is therefore consistent with this document.

*Connections: The Yonkers Comprehensive Plan*

The Yonkers Comprehensive Plan makes specific recommendations to redevelop the Hudson River Waterfront. The plan encouraged a study to analyze the potential for redevelopment of vacant and underutilized land within the subject area, development of a mix of uses along the water’s edge, and increased access to the waterfront. Although the Yonkers Comprehensive Plan

also recommends retention of industrial uses, the proposed action, is taking place in an area where most industrial (as compared to commercial) jobs have departed and in an area that is not desired by the industrial land use market. The subject area is too far from highway transportation and too close to residences for it to be likely that heavy industry will ever redevelop in this area. The comprehensive plan, while protective of industrial base and the jobs that are provided, also speaks about the creation and protection of neighborhoods. The Proposed Action, on balance, is consistent with these recommendations. \*